dom carriers with DGCA, which will be approved within 48 hours of filing. These fares will be advertised in leading newspapers by Board of Airline Representatives — India. Other carriers would be entitled to match the approved fares of 3rd and 4th freedom carriers after notifying DGCA in writing.

(c) Air travellers would get the benefit of competitive fares.

Helicopter services in the country

309. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) how many authorised Private Helicopter Service Operators are functioning in the country;

(b) whether Pawan Hans Corporation, which was established to provide Helicopter Services to public has stopped hiring helicopters to public ;

(c) if so, the reasons therefor; and

(d) whether Government are considering to popularise Helicopter services in the country so as to promote Tourism?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) There are presently 5 private operators having helicopters endorsed in their permits.

(b) No, Sir.

(c) Does not arise.

(d) Helicopter operators are free to operate to place of tourist interest.

Introduction of helicopter Service by ITDC

310. SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the I.T.D.C. in considering to introduce Helicopter service to promote tourism in the country;

(b) if not, whether such a proposal is feasible in view of the absence of Air routes or Air strip in most of the tourist stops in the country; and

(c) whether Government would consider examining the feasibility of such proposal?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Presently there is no proposal under consideration of ITDC for introducing a helicopter service to promote tourism in the country. The Corporation has also not carried out any feasibility study for such a proposal.

Utilisation of bilateral air traffic entitlement

311. SHRI KRISHNA KUMAR BIRLA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that air traffic entitlement remains substantially unutilised;

(b) if so, what percentage of bilateral air traffic entitlement is currently being utilised and what are the reasons for its under untilisation:

(c) what is the annual estimated loss of revenue due to under utilisation of bilateral entitlement; and

(d) wrat steps are contemplated by Government in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (c) Bilateral entitlements of Indian and foreign carriers are generally equal on country pair basis. India carriers i.e. Air India and Indian Air-

lines are utilising about 42 per cent of their total entitlements and 44 foreign carriers are together utilising about 66 per cent of total international entitlements to India. The bilateral entitlements are negotiated on the basis of potential traffic between the contracting states but the deployment of services depends upon the current actual traffic and other operational constraints. Under utilisation of entitlements does not, per se, lead to losses.

(d) The Indian Carriers are taking the following measures to increase the utilisation of bilateral entitlements:-

(i) By wet leasing of aircraft capacity.

(ii) Better scheduling of flights.

(iii) Through operation of Joint venture flights between themselves and with other carriars.

Air Service to Ajmer

312 SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to introduce Air service to Ajmer in Rajasthan, as it is an important Pilgrim Centre in the country; and

(b) if not, whether Government would examine the proposal, as the Air link to this important Centre will help both national and international pilgrims to visit Ajmer?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) No, Sir. Indian Airlines operates regular scheduled air services to/from Jaipur which is in close proximity of Ajmer. The runway available at Ajmer is not fit for operation of aircraft available with the Indian Airlines. Private Operators are however, free to operate to any station open for schedule operations.

Air India's share

313 SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Air India's share in the Indian outbound market has been continuously shrinking year after year;

(b) if so, what was Air India's share in the Indian outbound market in the years 1985, 1991 and 1993 and what are the reasons for this shrinkage;

(c) whether Air India utilizes its modern fleet for just five hours a day as against 10 hours needed to break even, if so, what are the reasons therefor;

(d) how much profits were earned by Air India during each of the last years; and

(e) what steps Government have taken or propose to take to improve the working of Air India, particularly when there is a stiff competition from the foreign airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) The share of Air India in Indian air market (passenger carriage) was 26.1 per cent in 1985, 22.5 per cent in 1991 and 20.4 per cent in in 1993. This declining trend can be attributed to the capacity constraints of Air India and the increased capacity deployeyd by foreign carriers in the Indian market.

(c) No, Sir. Boeing 747-400 aircraft of Air India are being utilised for an average 11.4 hours per day.

(d) Net profit earned by Air India during the last three years is as under:

Year	Net Profit (Rs. in crores)
1991-92	145.89
1992-93	333.14
1993-94	201.90